

**Architectural Reconnaissance Report
Ferry Village Survey Project
South Portland, ME
MHPC# M16801**

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55 Capitol Street
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Dates: *Provide the dates from when the project was started up through when the report was written and/or revised and submitted.*
June 3, 2019 - August 7, 2019

Level: *Reconnaissance or Intensive*
Reconnaissance

Name of surveyors: *(If different from author, provide contact information for each surveyor.)*
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Abigail Marie Dolan

Continuing project? *If so, please summarize previous efforts.*
No

I. EXECUTIVE SUMMARY

The survey documents historic resources in the Ferry Village neighborhood, an area bounded by Broadway Street, Preble Street, Margaret Avenue, and the Casco Bay Waterfront in South Portland. Ferry Village is approximately (194) acres and encompasses approximately (557) historic resources. This survey documents approximately (458) primary structures, (98) garages, and 1 trail on 1.3 miles of the neighborhood's (194) total acres.

The boundaries of the survey area follow the political boundaries as they appear on the City of South Portland tax maps.

Most of the resources in the survey area are in good to fair condition, with some replacement windows or siding affecting the architectural integrity of the individual resources. However, the survey area is a cohesive residential neighborhood that illustrates its evolution from a rural and industrial area to a suburb. The minor alterations on individual properties can affect the integrity of the neighborhood or the neighborhood's ability to convey its historic and architectural significance.

There is a potential historic district in the Ferry Village neighborhood. A recommended area would include Margaret street as it begins at 3rd St until it reaches Broadway. It would also include four properties on the western portion of Mussey Street from the same 3rd St to Broadway area. These properties are 107, 119, 123, and 127 Mussey Street which were included on and are examples of the same building type from the original Mill Cove Terrace plan. This potential historic district in the Ferry Village neighborhood would be significant under National Register Criteria A: Social History and National Register Criteria C: Architecture as a locally good example of a neighborhood that evolved from a rural area to a streetcar suburb. Its period of significance would be from the construction of the earliest known extant structure circa (1790) to the end of the World War II shipyards' activity in 1945.

II. RESEARCH DESIGN AND BACKGROUND RESEARCH

A. Basis:

Describe the purpose of this survey. Identify the Federal or State regulations mandating this survey, or any Programmatic Agreements associated with this project.

The purpose of this investigation was to conduct a reconnaissance survey and make recommendations regarding National Register eligibility for above ground resources within the survey boundary in South Portland, ME. The purpose of the survey also included identifying characteristic features for the above ground resources that are vulnerable to the impacts of climate change. This work is required for review by the Maine Historic Preservation Commission (MHPC) as required by National Parks Service' Historic Preservation Fund grant requirements as administered by the Maine Historic Preservation Commission.

B. Survey & Research Goals:

Describe the underlying project, specifically citing the type of project and duration of project. Summarize planned or anticipated alterations to landscapes, buildings, structures, districts, objects or sites.

The survey documents historic resources in the Ferry Village neighborhood, an area bounded by Broadway, Preble Street, Margaret Avenue, and the Casco Bay Waterfront in South Portland. Ferry Village is approximately (194) acres and encompasses approximately (557) historic resources.

With the concern of rising sea levels and increased storm surges, Greater Portland Landmarks is interested in documenting the neighborhood's historic resources and exploring the potential for historic designations. The results of the survey will assist Greater Portland Landmarks in their advocacy to proactively control potential loss of historic resources;

update local and state historic resources inventories, and identify potential new historic districts or individual landmarks. Areas of Ferry Village are projected to be negatively impacted by increased frequency. The map below shows the potential areas of flooding as suggested by FEMA floodplain estimations. The areas most affected can be seen along the marina and other coastal regions of the neighborhood, greatly affecting Front and Pine Streets.

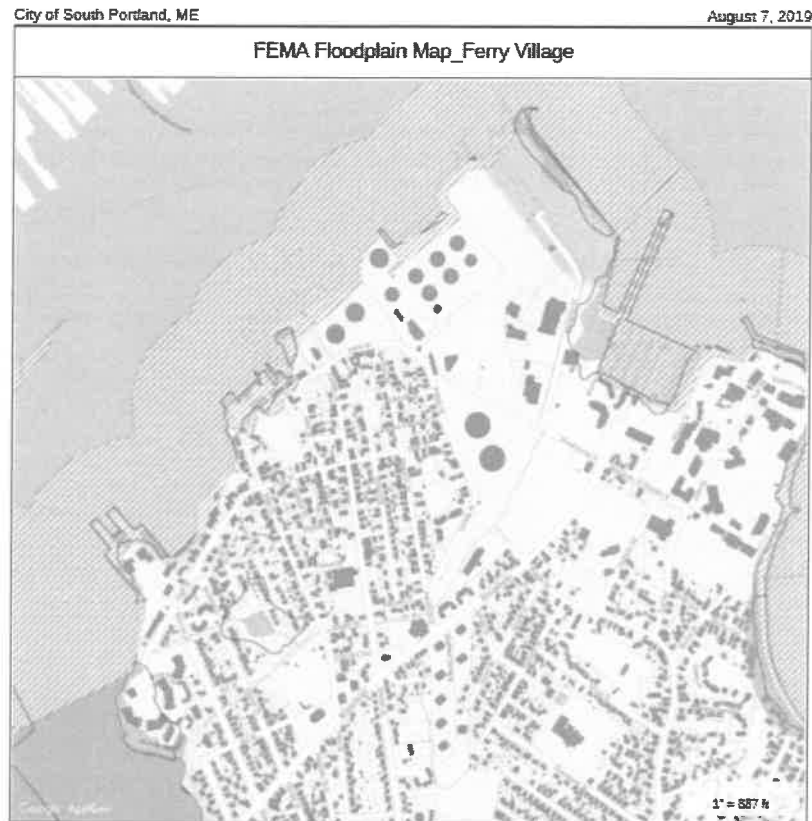


Figure 1. 2019 Ferry Village Floodplain as defined by FEMA

Ferry Village has been identified as particularly threatened by sea level rise. This survey will help to serve as a baseline of information that identifies the existing character of the neighborhood and what could potentially be lost to rising sea level.



Figure 2. State of Maine predictive Flood Maps. At left, astronomical high tide plus 3.9 feet of sea level rise (moderate scenario). At right, astronomical high tide plus 10.9 feet of sea level rise (severe scenario).

Previous areas of South Portland's that have been surveyed focused on Knightville and Willard Beach neighborhoods. Little to no survey work has been undertaken in the Ferry Village neighborhood. One resource at 24 Mosher Street has been previously surveyed and determined eligible for listing in the National Register of Historic Places by the Maine Historic Preservation Commission. A few buildings on Broadway have also been surveyed, but the majority of resources in the neighborhood were undocumented. This survey is the first comprehensive survey of the neighborhood's historic resources. This survey documented resources along and between Broadway, Preble, Margaret and Casco Bay and resulted in the completion of 557 survey forms and encompassed all of the neighborhood's roughly 194 total acres.

As a part of the survey work, Greater Portland Landmarks compiled a historic and architectural context for the entire neighborhood. This context statement builds upon limited research previously published in local histories of South Portland.

Specific project goals were:

1. To develop a historic and architectural context statement for the Ferry Village neighborhood.
2. To conduct a reconnaissance survey of approximately 280 parcels of land in the Ferry Village following MHPC survey standards and methodology.
3. To identify contexts for National Register evaluation and to apply the National Register criteria to all resources identified in the survey.

The number of survey forms stated in the project goals (557 survey forms) accounts for the inclusion of secondary dwellings at the rear of primary dwellings, and significant outbuildings.

C. Survey Boundaries:

1. *Draw the boundaries of the survey on the topographic map in blue or black and label this line "Survey Boundaries." The boundaries of a survey map include portions of a property that lie outside the APE.*

The survey documents historic resources in the Ferry Village neighborhood, an area bounded by Broadway Street, Preble Street, Margaret Avenue, and the Casco Bay Waterfront in South Portland.

D. Survey Methodology:

1. *Describe background research method.*

Primary sources of information include historic maps and atlases, street directories, street files, and files on Ferry Village at Greater Portland Landmarks. Additional primary sources of information include property deeds, federal census records, tax photos owned by the City of South Portland and historic photos owned by the South Portland Historical Society. Primary materials consulted were available online, at the Maine Historical Society, at the South Portland Historical Society, and in the Portland Room at the Portland Public Library. Additional sources are included in the bibliography below.

2. *Describe field research method.*

A field survey was conducted in June and July 2019. A photo was taken of each building in the survey area and important character defining details were noted. Current photographs were compared to historic images, where available, to determine if any alterations or additions had been made.

3. *Did you undertake a file search at MHPC for NR or previously recorded properties?*

No. Landmarks noted resources already present in the CARMA database but did not consult older records on file at MHPC. Landmarks also maintains files with older survey records, but none are available for Ferry Village.

There are some properties that have received Greater Portland Landmark plaques as part of the Landmark's Historic Marker Program. These properties include:

16 Edmund S. Muskie St., the Mary Hopkins Landy House (1867)
27 Edmund S. Muskie St., the Benjamin W. Pickett House (c.1865)
179 High St., the Albert H. Thurrell House (1882)
93 Sawyer St., the Benjamin Knight-Charles W. Thompson (1854)

E. Goals

1. *Provide the number of acres in the planned survey area.*

194

2. *Provide the number of surveys this project is expected to generate*

557

III. SURVEY FINDINGS

A. Acres:

Provide the total number of acres within the survey boundaries.

The survey boundary encompasses approximately 194 acres.

B. Setting:

Provide a general overview of the setting, including topography, development, and landscape.

Ferry Village is the city's oldest neighborhood and historic commercial center. Located between the Fore River and Broadway near the Portland Pipeline and Southern Maine Community College, it is now a popular residential area connected to South Portland's Greenway Trail.

The section of Ferry Village from Pine Street to Preble Street is the oldest part of the neighborhood and was largely built up by the 20th century. It consists of small scale residential buildings in the Greek Revival, Italianate, Second Empire and Queen Anne styles. There are also examples of later 20th century infill residential resources. The neighborhood also contains small-scale commercial, mixed-use, religious and educational buildings from the 19th century.

The portion of the neighborhood from Pine Street to Margaret Street was laid out in an 1892 subdivision plan. The subdivision was sparsely developed with small scale residential buildings until World War II when housing for workers in the South Portland Shipbuilding Corp. shipyard necessitated the construction of new housing units in the area.

Lots range from small lots about 0.10 acre to large lots over 1.5 acres. There are also several commercial and apartment parcels that exist in this area, the largest occupying a lot of about 10 acres. The topography of the area is mostly low lying with several gradual inclines and slopes with a general direction towards the coast. The area is largely residential, with a few key streets supporting commercial and industrial services. These specific areas are concentrated on Front St., Sawyer St., and Broadway.

Most homes are located at a slight incline from the street, with grass lawns and landscape features surrounding the residences where room permits. There are few sidewalks as the streets are narrow and often property features extend right to the pavement. Larger streets such as High and Sawyer contain the most extensive sidewalks, but even these are inconsistent along the roads' length. Sidewalks were either large concrete pavers or asphalt, often switching between the two in places. Concrete sidewalks largely seemed to be poorly maintained adding to the inconsistency. Curbs are equally inconsistent, appearing as both granite and asphalt. The curb locations largely correlate to sidewalk locations.

C. Number of Resources Recorded:

Count each individually recorded building, structure, object, or site. Do not include continuation sheets in this count.

557 forms were added to the CARMA database. This includes 458 primary structures (mostly homes), 98 garages, and 1 trail.

D. Previously Inventoried Properties:

Address whether any of the resources had been previously surveyed. If so, how many, and how were these properties represented and evaluated within the current project?

One property, 24 Mosher Street (MHPC# 402-0108), was previously surveyed.

E. Types of Properties:

1. Summarize general trends within the project area: commercial, residential, urban, rural, etc.

Ferry Village is a suburban neighborhood in the Northeast corner of South Portland. It is located west of Willard Square, northeast of Knightville, and south of the Bug Light Park. The neighborhood consists primarily of family residences, both single and multi-family buildings. There are also a few large-scale apartment buildings in the neighborhood. Commercial and industrial buildings are located primarily on Sawyer and Front streets, with a few non-residential buildings also on Broadway. Residences range from early 19th century to late 20th century, with a small selection of more recent construction. A portion of the properties have garages, either attached or detached, of mostly indeterminate ages.

2. Summarize the age, style, and condition of the resources within the project area.

Resources in the project area range from early 19th century to the late 20th century and include largely Italianate, Queen Anne, Colonial Revival, Craftsman, and Minimal Traditional style residences. There were also a small percentage of Greek Revival, Second Empire, Commercial, and vernacular buildings. Building forms include bungalows, capes, four squares, side halls, ranches, and irregular plan types. The identified resources are generally in fair to good condition. Condition is usually impacted by application of replacement siding and windows.

3. Describe in detail any eligible individual properties or historic districts.

Previously determined eligible resources:

24 Mosher Street, the former Hattie Hutchins School, was built in 1873 and first known as the Pleasant Street School House. Although altered by the loss of its original front entrance doors and bell tower, it retains a high level of Italianate design and details.

Recommended eligible resources:

Resources associated with the Mill Cove Terrace housing development (1942) are described below. The development was previously surveyed by the Maine Olmstead Alliance in 1996. It was designed by Laurence C. Plowman of Winchester, MA in 1942. The original plan was for 24 lots with apartment buildings and a recreation area on the shore of Mill Cove. Buildings were laid out to form common shared courtyards. Each identical building is two-stories and contains four residential units.

F.NR Eligibility:

1. Address resource integrity, NR criteria, area of significance and period of significance.

Most of the resources in the survey area are in good to fair condition, but some have also had substantial alterations and replacements that would affect the architectural integrity of the resources. The survey area is a somewhat cohesive residential neighborhood split between the earlier eastern half of the neighborhood which is largely pre-World War II era

construction and the later western half which has a higher percentage of post- World War II era construction. Pine Street separates the two distinct eras of building construction. The documented alterations would likely affect the integrity of the larger neighborhood and its ability to convey its historic and architectural significance. However smaller areas within the larger neighborhood retain high levels of integrity.

A potential historic district in the Ferry Village neighborhood would be the area surrounding Margaret Street. The potential district would include properties which were part of a World War II era planned development known as Mill Cove Terrace (now Mill Company Gardens) built in 1942. The potential district would be significant under National Register Criteria A: Social History and National Register Criteria C: Architecture and Community Development as a locally good example of a planned community that served as worker housing for the World War II New England Shipbuilding Corporation shipyards at Cushings Point. It's period of significance would be from 1942 to 1945 during which time the New England Shipbuilding Corporation was active. A recommended boundary would include Margaret Street as it begins at 3rd St until it reaches Broadway. It would also include four properties on the western portion of Mussey from the 3rd St to Broadway area. These properties are 107, 119, 123, and 127 Mussey Street (in orange below), properties which were included on the original Mill Cove Terrace plan and are examples of the same building type built on Margaret Street.

2. For a historic district provide a topographic map showing the limits of the proposed district illustrating street or landscape views and all non-historic or non-contributing resources.

Margaret Street Development



G. Threats

Discuss any known or anticipated threats to the survey area. These might include, for example, development (sprawl, teardowns, urban renewal projects), neglect, or environmental threats.

The most concerning threat to this area is sea level rise. Ferry Village is a coastal neighborhood. Historically there was a portion of the year when flooding was routinely expected before proper drainage was constructed. The presence of filled land to the northeast, filling in the outflow of the

former Jerry's Brook off Front Street, in combination with rising sea levels could lead to coastal erosion and flooding as shown on predictive maps. Since many of the houses in Ferry Village are low lying structures with entryways at grade, this is the greatest threat of damage to many of documented resources.

Other threats include large scale development and a cumulative effect of alterations to historic houses in the Ferry Village Neighborhood. The area is desirable for its waterfront views, proximity to Portland, and neighborhood recreational areas, but much of its housing stock is of moderate size and susceptible to additions or tear downs. In addition, many of the houses which have not been dramatically altered still exhibit material and exterior envelop issues likely associated with deferred maintenance, this is particularly prevalent in the older eastern section of Ferry Village.

H. Recommendations for Further Work

Provide recommendations for future survey work, for example, expanding the survey boundaries, developing a local or National Register nomination, or publishing the results of the survey to a website.

Several properties in Ferry Village could be considered for local protection. These include the following buildings:

The former the Pleasant Street School building (1873), which is now Mad Horse Theatre, located at 24 Mosher St. Its significance derives from its Italianate style.

The former Broadway or Henley School, now Henley Condominiums, located at 245 Broadway (1910). Its significance derives from its architectural style and association with prominent local teacher George Fredrick Henley (1840-1922), its first principal, for whom it was later renamed.

The former Church of the Nazarene which is now the Music Lyric Theatre, located at 176 Sawyer St. Its construction was organized after long discussion by a locally formed First People's Pentecostal Church of South Portland in 1904. Material for the construction came from the closed Rigby Park.

Also locally significant, primarily as locally intact examples of their architectural style, are:

- 196 Front Street (c1810), one of the earliest extant homes in the neighborhood.
- The two double Greek Revival houses at 148-150 Sawyer Street and 88-90 Sawyer Street (c1830).
- Benjamin Knight-Charles W. Thompson House (1854) at 93 Sawyer St.
- The former School Street School at 71-73 School Street (c1859)
- The Gothic Revival style Mary Hopkins Landy House (1867) at 16 Edmund S. Muskie St.

- The Benjamin W. Pickett House (c.1865) at 27 Edmund S. Muskie St. Its significance derives from its association with prominent local ship builder, real estate developer and legislator Benjamin W. Pickett (c1818-1891).
- The Italianate house with double bays and porches at 170 Sawyer Street (c1872).
- The former Cyrus Cole Memorial Universalist Church at 159 Sawyer Street (1901).
- The Second Empire style Albert H. Thurrell House (1882) at 179 High St.
- The Queen Anne dwelling at 52 Pine Street (c1885).
- The Queen Anne dwelling at 43 Mosher Street (c1900).
- 277 Broadway (c1910)
- The gambrel roof dwelling at 275 Broadway (c1910) and its matching garage.
- The Arts and Crafts style bungalow at 111 Pine Street (c1910).
- Engine No. 1 Fire House (c1920) at 75 School Street.
- The four square at 110 Pine Street (c1928).
- and
- A collection of Greek Revival and Italianate dwellings on High Street, between Preble and Stanford Streets.

In addition, two institutional buildings outside the boundary but adjacent to the survey area should be researched and considered for their historic significance, the Portland Pipeline Corporation building (c1941) and boiler house at 1 Portland Street and the buildings on the Coast Guard base at 259 High Street.

I. Data Repository

Describe where copies of the survey products (maps, matrix, photographs, disks, forms, report, etc.) will be stored and how they will be made available to the public, if applicable.

Greater Portland Landmarks will retain a copy of the survey forms and report in their street files. Copies will be provided to the City of Portland's Historic Preservation program and an original copy will be located at the Maine Historic Preservation Commission. Additionally, the survey forms are available online through the State of Maine's CARMA system.

Results of the survey were presented to the public at a neighborhood meeting on 29 August 2019 at the People United Methodist Church (1946-7) at 310 Broadway, a Ferry Village neighborhood congregation founded in 1839.

IV. BIBLIOGRAPHY

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[sphistory.pastperfectonline.com/search?utf8=✓&search_criteria=ferry
village&searchButton=Search](https://sphistory.pastperfectonline.com/search?utf8=✓&search_criteria=ferryvillage&searchButton=Search).

Other:

Cumberland County Registry of Deeds.

Street Directories of Portland, South Portland and the town of Cape Elizabeth.

Sanborn Insurance Maps, 1896 and 1954.

V. Historic Context Statement

Ferry Village is a neighborhood in what is now the City of South Portland. One of the city's oldest neighborhoods, it developed around a landing for a Portland ferry, and grew to become a bustling 19th century neighborhood for ship building and other waterfront industries like sardine packing plants and a bicycle factory. During World War II portions of the neighborhood's residences were removed for the construction of shipyards at Cushing Point and unbuilt lots on the west side of the neighborhood were developed with single family and apartment buildings in the 1940s to house workers in the shipyards.

Early History

The area on the southern shore of the Fore River was once land that belonged to the town of Cape Elizabeth. In its early years it was open land, mostly small farms, while Cape Elizabeth and Portland became larger towns. As early as 1719 records indicate an official ferryman carried people across the river to a Portland wharf. The location around the ferry landing on the south shore of the river would become Ferry Village. In 1720 it was a successful enough area that a young John Marriner was convinced to move there from Gloucester, MA, settle near the landing, and begin a successful coasting trade which made him one of Cape Elizabeth's wealthiest men. In 1776 a fort, at the time named Fort Hancock, was constructed to the south of the neighborhood as an early defense system for the waterfront, later it would be renamed Fort Preble. The fort would serve as a key position in the War of 1812, with many Irish and Irish American immigrants stationed there. During this same period the Dyer family was building ships in Ferry Village, many were for the privateer effort during the war which was common pursuit in coastal New England. At the time the area was still sparse, but there was a bridge from about 1800 that connected the Portland area to the Cape Elizabeth area. In 1850 George Turner and James Cahoon bought a large portion of land in the present-day Ferry Village and Knightville neighborhoods. Their intention was to begin to subdivide the land and sell it at reasonable prices so that working-class individuals could afford to live there. They also began a shipbuilding business along the coast. This was the beginning of a large expansion of the area. By 1853 Cape Elizabeth citizens were determined to eliminate the toll aspect of the Old Portland Bridge, which was positioned in a similar location to the current Casco Bay Bridge. Several attempts were made before the town finally purchased the bridge and successfully made it free for crossing. At the same time the ferry was still in operation transporting people and carts to Portland.

Ferry Village retains some early buildings from its early settlement including marina outbuilding at 6 Pine Street (c1790), 183 Stanford Street (c1800), 118 School Street (c1810), 196 Front Street (c1810) and nearly two dozen homes from the 1820s-1850s, mostly along Sawyer Street. Nearly all of the buildings exhibit some level of alteration, with 196 Front Street being perhaps the best extant example of early dwellings built in Ferry Village. The five by two bay Federal style dwelling has cape plan and two interior end chimneys.

In 1854 Nathan Dyer a citizen of the Ferry Village area instigated talks from the people of Ferry Village and other neighboring villages to secede from Cape Elizabeth. The intention was to leave the governing district which collected taxes from farmers and towns while doing little to return funds to improving the far outlying regions. At the time Cape Elizabeth was still considered a town, and decisions were made at town meetings in which few participants could join from the far edges of the community. The secession

was unsuccessful and was brought up again in 1873. The villages around the bay and Fore River continued to be displeased with local government and began instead to pursue annexation to Portland. This too proved unsuccessful.

Shipbuilding was a major industry in the area since before the 1800s. Such notable families as the Dyers had been in the shipbuilding business for years, having previously had docks around Portland before moving some of the family business to Ferry Village in 1812. For decades the area thrived as a ship building community with over thirty shipmasters living and working in the area. Turner and Cahoon also planned to construct a shipyard on some land they had bought as part of the large-scale suburban settling of Ferry Village. Their shipyard business was later joined by a master shipbuilder, Benjamin Pickett. In 1845 they had already built their first ship, a steam vessel dubbed the 'Elizabeth', which would then serve as the ferry between Portland and Ferry Village. The shipbuilding industry was so key to the area that extensive work was done on the shoreline to allow for large dry docks and launch points to be constructed. The Cape Elizabeth Wharf and Marine Railway, owned by the Dyer family, was a crucial part of constructing and repairing vessels for the larger Portland area. The waterfront community was thriving and there were houses and business all along the waterfront and down Sawyer Street, which was the major avenue between the wharfs and the remainder of the town.

Street Car Development in the Late 19th Century

Previous attempts to split from Cape Elizabeth were finally successful in 1893 and the town of South Portland was incorporated in 1895, then became a city in 1898. Ferry Village was the oldest and most prosperous community in the newly created town.

In 1892 the western half of today's Ferry Village neighborhood was laid out in a subdivision of the former Mussey Farm with Harriet, Mussey, and Margaret Streets. That same year water from Sebago Lake was piped from Portland under the Fore River to Ferry Village. A few years later the area west of Pine Street, including Marriner Street was subdivided from the estate of Joseph Marriner. While some development with the subdivisions occurred in the first few decades of the early 20th century, the western area of the neighborhood was still sparsely developed on Marriner, Oak, Harriet and Mussey Streets as depicted on the 1914 Richard Atlas of the neighborhood. In the Mussey Farm subdivision plan a proposed bridge connecting Ferry Village to the dry docks off Ocean Street is depicted from about where the Riverplace Apartments are today.

In the last decade of the 19th century, electrified street cars arrived in Ferry Village connecting down Broadway, through Knightville to downtown Portland. The trolley line operated on Sawyer, Front and Pickett Streets, facilitating residential development along its route. In 1895 the John P. Lovell Arms Co. built a factory off Second Street for the manufacture of fire arms, fishing tackle, cutlery, and bicycles. The company was the largest maker of bicycles in 1900 and employed 350 people.

In 1911 E.W. Brown Co. opened a sardine packing plant on the waterfront at 173 Front Street. The Brawn family had operated a similar business in Downeast Maine prior to relocating to South Portland. A second sardine packing facility was built at the end of Portland Street, on the site of the old ferry landing, and operated by Seaboard Packing Co. The company also had facilities in Lubec and Robbinston, Maine. Seaboard, later purchased by the Stinson family, continued in operation until the mid-1960s.

World War II & Shipbuilding

During the early 1900's, South Portland remained an area of farms and small villages, with few outstanding changes. World War II transformed Ferry Village from a quiet mostly residential village into a bustling industrial area. The Todd-Bath Shipbuilding Corporation (East Yard, 1940) and South Portland Shipyard Corporation (West Yard, 1941) were created to meet demand for wartime shipbuilding. The East Yard was initially constructed to fulfill a contract for 30 Ocean Class merchant ships for the British. The two merged in 1943 as the New England Shipbuilding Corporation. Together the yards built 266 ships between 1940-1945 and reached a peak employment of 30,000 people. Needed expansion at the shipyards led to eviction of neighborhood residents and demolition of homes in the summer of 1942. The demolitions resulted in the loss of 144 homes. The area of destroyed houses was located between the former Pickett Street to the shore, now the area of Breakwater Drive leading to Bug Light Park. Images of the former houses can still be found at the South Portland Historical Society. Away from the shipyard boundaries new housing was built to house the many workers that arrived to work in the shipyards.

On Margaret Street, a large parcel was part of a World War II era planned development known as Mill Cove Terrace (now Mill Company Gardens) built in 1942. The development was designed by Laurence C. Plowman of Winchester, MA in 1942. The original plan was for 24 lots with apartment buildings and a recreation area on the shore of Mill Cove. Buildings were laid out to form common shared courtyards. Each identical building is two-stories and contains four residential units. Groupings of small single family homes built in the early 1940s are located on Mussey and Harriett Streets.

In the early years of the war a crude oil pipeline connecting Montreal to Portland was built to prevent disruptions in oil shipments to Canada. The 236-mile pipeline was finished in less than five months in 1941. Pipe was laid under Front and Sawyer Streets in Ferry Village. After the war, the shipbuilding yards closed and an oil terminal was built on the site of the west yard, now operated by Gulf Oil and known as the Gulf-Cumberland Terminal.

Ferry Village Today

The City's 2012 Comprehensive plan highlights the importance and potential of the waterfront in Ferry Village:

"The waterfront area at the east end of the City starting at the yacht club in Ferry Village and running around Spring Point to Southern Maine Community College is something of a conundrum as the City thinks about the future. It currently has a wide range of uses ranging from marine facilities and oil terminals to high-rise condominiums and a growing educational institution. Some existing uses in the area are or are becoming economically obsolete while there continues to be investment in other uses. While some of the most intense development in the City is in this area, other parcels are vacant or underutilized.

On one hand, the Eastern Waterfront presents tremendous opportunities for growth and development. Deep-water access is available along much of the coastline, the area is served by public water and sewerage, and there is land that is potentially suitable for redevelopment. On the other hand, redevelopment is constrained. The waterfront area is adjacent to established residential neighborhoods, there are a number of parcels where the use is committed for the foreseeable future, some areas may be at increasing risk of flooding, and, most importantly, vehicle access into and out of the area is constrained."

The neighborhood is now a popular coastal suburban neighborhood with a small commercial area on Sawyer Street and mixed uses along the waterfront. A South Portland Bus route follows the path of the trolleys on Sawyer and Pickett Streets. The presence of the Greenbelt Walkway trail, social organizations like the South Portland Boys and Girls Club at 169 Broadway, and cultural resources like the Mad Horse Players at 24 Mosher Street and Lyric Music Theater at 176 Sawyer Street combine to make the neighborhood an attractive place to live. There is a strong community presence that strives for maintaining the quality of the area and an active Neighborhood Conservation Association formed in 1985.

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Office of Equal Opportunity

National Park Service

1849 C Street, N.W.

Washington, D. C. 20240"